Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

25X1

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO. 25X1

COUNTRY East Germany

DATE DISTR. 28 September 1955

SUBJECT Orders to the Johannisthal VEB Motorenwerk

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW THE REPRODUCTION OF THIS FORM IS PROHIBITED.

25X1

THIS IS UNEVALUATED INFORMATION

1. In early May 1955, cranes shipments by the Leipzig VEB Transportanlagenfabrik Blechert were dispatched to China. The cranes were fitted with engines delivered by the Johannisthal VEB Motorenwerk. Engine fitters were sent from Johannisthal to Leipzig when one of the engines developed engine troubles caused by water leaks. 25X1

2. The production of crankshafts to be delivered to the USSR was not running at full capacity because the three Le-Blond machine tools required were still lacking and the inductance hardening machine was out of commission. In the meantime, preliminary work was being done. Until the time of observation, 100 crankshafts had been delivered. The percentage of rejects, was, however, very high.

3. A Diesel generating unit type 8 KVD 21 S to be delivered to the Sea Police was tested on 20 May 1955 with representatives of the Ministry of the Interior, the Sea Police, the Dresden VEB Elektroschaltgeraete, and the Dessau VEB Eletromotorenwerk present. The test run which operated without supercharger was successful. The power output was inadequate, however. The next test run was to be made about 3 weeks later. In experiments with the supercharger 560 h.p. were delivered. The turbine, however, had frequent nozzle failures and started overspeeding. The burners of the precombustion chamber tore loose after 120 working hours, and burners and pistons had to be replaced. Oscillation measurements were to be taken in early May.

4. In early May 1955, two SM-4 Diesel generating units were ready for delivery to two Russians freighters berthed in Rostock port. The first generating unit was delivered to a 750-ton ocean-going tugboat which was berthed for repair in Rostock for the last two years. 25X1

25X1

STATE	x	NAVY	x	NSRB	DISTRIBUTION					
ARMY	x	AIR	x	FBI						

25X1

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

25X1

Page Denied

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

25X1

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY REPORT

INFORMATION REPORT

CD NO. 25X1

COUNTRY East Germany

DATE DISTR. 28 September 1955

SUBJECT Orders to the Johannisthal VEB Motorenwerk

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

25X1

THIS IS UNEVALUATED INFORMATION

1. In early May 1955, crane shipments by the Leipzig VEB Transportanlagenfabrik Bleichert were dispatched to China. The cranes were fitted with engines delivered by the Johannisthal VEB Motorenwerk. Engine fitters were sent from Johannisthal to Leipzig when one of the engines developed engine troubles caused by water leaks.

2. The production of crankshafts to be delivered to the USSR was not running at full capacity because the three Le-Blond machine tools required were still lacking and the inductance hardening machine was out of commission. In the meantime, preliminary work was being done. Until the time of observation, 100 crankshafts had been delivered. The percentage of rejects was, however, very high.

3. A Diesel generating unit type 8 KVD 21 S to be delivered to the Sea Police was tested on 20 May 1955 with representatives of the Ministry of the Interior, the Sea Police, the Dresden VEB Elektroschaltgeraete, and the Dessau VEB Eletromotorenwerk present. The test run which operated without supercharger was successful. The power output was inadequate, however, The next test run was to be made about 3 weeks later. In experiments with the supercharger 560 h.p. were delivered. The turbine, however, had frequent nozzle failures and started overspeeding. The burners of the precombustion chamber tore loose after 120 working hours, and burners and pistons had to be replaced. Oscillation measurements were to be taken in early May.

4. In early May 1955, two SM-4 Diesel generating units were ready for delivery to two Russians freighters berthed in Rostock port. The first generating unit was delivered to a 750-ton ocean-going tugboat which was berthed for repair in Rostock for the last two years.

25X1

25X1

CLASSIFICATION SECRET

STATE	x	NAVY	x	NSRB		DISTRIBUTION					
ARMY	x	AIR	x	FBI							

25X1

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0

25X1

Page Denied

Approved For Release 2008/09/15 : CIA-RDP80-00810A007700410005-0